



**King County
International Airport**
Department of
Construction & Facilities Management
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October 21, 1998

Ms. Lilly Tellefson
Georgetown Powerplant Museum
6511 Ellis Avenue South
Seattle, Washington 98108

Dear Lilly:

Today I received your October 19, 1998 letter responding to my request for the report of the soil testing which was referenced but not actually enclosed in your October 12, 1998 letter to me and requesting a map showing the precise location of the soil sample you took.

Thank you for sending a copy of the July 16, 1998 report from Analytical Chemistry, Inc., addressed to Lorna Dove. However, you did not respond with a map showing precisely the location from which you took the soil sample. It is impossible to investigate this matter without information from you establishing the precise location of your sample.

I also have not received a response from my other letter to you requesting identification of the individuals and agencies to whom you are copying the correspondence from you to me. Again, your October 19, 1998 letter does not provide me the opportunity to give those parties the responses to your four letters, so they have no way of evaluating what you are providing.

If you would like the issues pursued that you have raised, I will need your assistance and cooperation.

With regard to your October 14, 1998 letter, my staff has been discussing the disposition of Greely Street with various parties in the City of Seattle for months. This should not be of concern to your organization. We continue to assure your access to the Steam Plant.

As was discussed in the *Skywriter*, once the new Instrument Landing System (ILS) is activated we will not be able to use our present north service road that is formally designated as Greely Street. To do so would cause traffic to drive in front of ILS antennae, thus interrupting the signal needed by airplanes to insure a safe landing. The new road we are building to replace it is to the north of the antennae and will allow continuous traffic without any interruption of the signals. The part of Greely that crosses between the glide slope antenna and the runway will be restricted for use by vehicles that are in communication with and get permission from the FAA Air Traffic Control Tower.

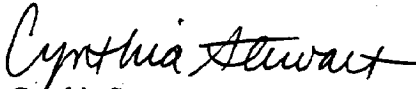


Lilly Tellefson
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The new road will intercept 13th Avenue just south of the Albro Street gate. I believe that is the gate and street that designated formally as the Steam Plant's right of way for access. The 13th Avenue access for you and your patrons will be unaltered. That street and the continuation onto Greely and into the Steam Plant will remain open.

Please don't hesitate to let me know if I can be of further assistance.

Sincerely,


Cynthia Stewart
Airport Manager

cc: Gary Zarker, Director
Seattle City Light

Dwight Pelz, King County Councilmember